

PATENT ABSTRACTS OF JAPAN

(11)Publication number : 09-042443

(43)Date of publication of application : 14.02.1997

(51)Int.Cl.

F16H 61/18
 B60K 41/22
 F16D 25/14
 F16H 61/28
 F16H 63/40
 // F16H 59:04
 F16H 59:42
 F16H 59:44
 F16H 59:54
 F16H 59:56
 F16H 63:08

(21)Application number : 07-198397

(71)Applicant : JIDOSHA KIKI CO LTD

(22)Date of filing : 03.08.1995

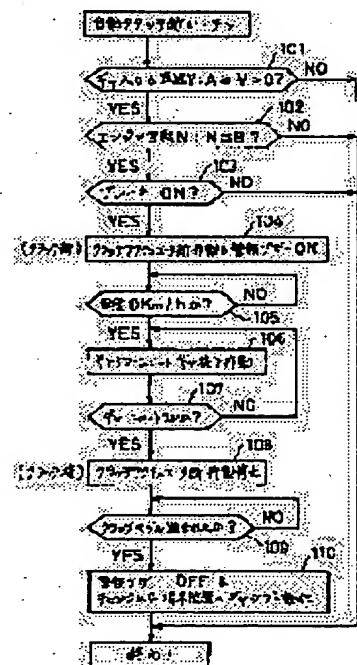
(72)Inventor : EBINA AKIMITSU
 ISHIZAKA KOICHI

(54) CLUTCH CONTROL DEVICE

(57)Abstract:

PROBLEM TO BE SOLVED: To avoid popping out of a vehicle at the time of key switch off in a semi-automatic transmission system.

SOLUTION: In the case when a brake is put on (step 103) when car velocity is $A \geq V > 0$ and engine speed N is $N \leq B$ while a vehicle travels with a gear input, a clutch is disengaged by actuating a clutch actuator to disengage (step 104). When the vehicle stops (step 105), a gear is returned to neutral (step 107) by actuating a gear shift unit to jump out (step 106), disengagement actuation of the clutch actuator is stopped (step 108), and the clutch is engaged.



[Patent number]

[Date of registration]

[Number of appeal against examiner's decision of rejection] 2001-11087

[Date of requesting appeal against examiner's decision of rejection] 28.06.2001

[Date of extinction of right]

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CLAIMS

[Claim(s)]

[Claim 1] The clutch control unit which makes a clutch ** automatically following the brakes operation under vehicles run which supplies a gear, and under predetermined conditions characterized by providing the following A halt detection means to detect a halt of the vehicles in the state where the aforementioned clutch is automatically made into ** Control means which make the aforementioned clutch ** while returning the aforementioned gear neutrally, when a halt of vehicles is detected by this halt detection means

[Claim 2] The clutch control unit which makes a clutch ** automatically following the brakes operation under vehicles run which supplies a gear, and under predetermined conditions characterized by providing the following A halt detection means to detect a halt of the vehicles in the state where the aforementioned clutch is automatically made into ** Control means which make the aforementioned clutch ** while returning the aforementioned gear neutrally, when a halt of vehicles is detected by this halt detection means A gearshift means to shift the aforementioned gear to the directions position of the change lever at that time according to the bottom of ** of the clutch pedal in the state where the aforementioned gear is neutrally returned by these control means, and the aforementioned clutch is made **

[Claim 3] The clutch control unit characterized by emitting an alarm in a claim 2 after a clutch is automatically made into ** until clutch pedal is carried out under **.

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DETAILED DESCRIPTION

[Detailed Description of the Invention]

[0001]

[The technical field to which invention belongs] This invention is used for a semi-automatic transmission system, and relates to a suitable clutch control unit.

[0002]

[Description of the Prior Art] In an automobile, especially a large-sized shuttle bus, start and a halt are performed frequently and gear change operation is repeated by the remarkable number of times on stream. This gear change operation was performed by the change lever of a driver's seat, about 10m to the transmission of this change lever empty-vehicle object posterior part, a certain interval was connected with the long rod, and the gear ratio of transmission is changed through this rod. For this reason, both the operating physical force of a change lever and a stroke are large, and have become the cause which causes defatigation of an operator.

[0003] Then, instead of connecting a change lever and transmission with a rod in recent years A change lever unit and a control unit are connected by electric wiring. So that a change lever position signal may be sent to a control unit according to operation of the change lever in a change lever unit Nothing, Generate a shift control signal (gear change control signal) in a control unit, and this generated shift control signal is sent to a gearshift unit. The finger-control transmission system (hereafter referred to as FCT) which changed the gear ratio of transmission is adopted.

[0004] In this FCT, a shift control signal is generated based on the change lever position signal from a change lever unit, and this generated shift control signal is sent to a gearshift unit from a control unit. And by this shift control signal, the solenoid valve attached to the selection cylinder and shift cylinder in a gearshift unit drives alternatively, the supply state of the compressed air from an air tank is changed, the piston position within the above-mentioned cylinder is changed, the shift fork of the selection operation section moves and the gear ratio of transmission is changed. If this FCT is used, gear change operation can be transposed to an electric pneumatic-control mechanism from a mechanical remote-operation mechanism, can reduce an operating physical force and a shift stroke sharply, and can mitigate operation defatigation.

[0005] In this FCT, the change of the gear ratio of transmission is performed by carrying out clutch pedal under ** like the usual manual gear change system. Namely, on the occasion of the change of the gear ratio of transmission, clutch pedal is carried out under ** and a change lever is operated by making a clutch into **. On the other hand, it is made to lose the clutch pedal at the time of a high-speed stage run, and operation of a change lever by using FCT as a semi-automatic transmission system to JP,6-241314,A with an indication, now the "semi-automatic formula change gear equipment" which is.

[0006] That is, at the time of the low-speed stage run as which delicate control is required of a clutch meat, it is made to change a gear ratio by manual operation, and is made to change a gear ratio at the time of the high-speed stage run as which delicate control is not required so much of a clutch meat automatically at it. In this case, the change of the automatic gear ratio at the time of a high-speed stage run determines the run stage according to operational status, gives it to the clutch actuator and gearshift unit which attached the control command to this determined

run stage to the clutch, and is performed by controlling **** operation of a clutch, and gearshift operation of a gearshift unit.

[0007] In this semi-automatic transmission system, since the clutch actuator is used, when brakes are applied in a low-speed region, it does not call at the bottom of ** of clutch pedal, but ** can also avoid an engine failure by making a clutch into ** automatically during the vehicles run which supplies a gear.

[0008]

[Problem(s) to be Solved by the Invention] However, in this semi-automatic transmission system, when a clutch was automatically made into ** during the vehicles run which supplies a gear following brakes operation and the key switch was made off in the state where clutch pedal is not stepped on (without it returns a gear neutrally) without returning a change lever neutrally after a vehicles halt or, vehicles might jump out. That is, if a key switch is made off, since the power supply to a clutch actuator is severed, a clutch will be made into **. If it is that a change lever is returned neutrally and there is nothing at this time (the gear is not returned neutrally), or when clutch pedal shall be stepped on, since an engine does not immediately stop after key-switch-off for inertia (it rotates for 1 - 2 seconds), it has a possibility that vehicles may jump out.

[0009] The place which it was made in order that this invention might solve such a technical problem, and is made into the purpose is in a semi-automatic transmission system to offer the possible clutch control unit of avoiding the elutriation of the vehicles at the time of key-switch-off.

[0010]

[Means for Solving the Problem] In order to attain such a purpose, it is made to make a clutch ** while the 1st invention (invention concerning a claim 1) makes a clutch ** automatically following the brakes operation under vehicles run which supplies a gear, and under predetermined conditions, detects a halt of the vehicles in the state where the clutch is automatically made into ** and returns a gear neutrally. A clutch is made into ** while according to this invention a gear will be neutrally returned when vehicles stop, if a clutch is automatically made into ** following brakes operation.

[0011] Under the vehicles run whose 2nd invention (invention concerning a claim 2) supplies a gear, While making a clutch into ** automatically following the brakes operation under predetermined conditions While detecting a halt of the vehicles in the state where the clutch is automatically made into ** and returning a gear neutrally, it is made to make a clutch into **. Furthermore, it is made to shift a gear to the directions position of the change lever at that time according to the bottom of ** of the clutch pedal in the state where a gear is returned neutrally and the clutch is made into **. A clutch is made into ** while according to this invention a gear will be neutrally returned when vehicles stop, if a clutch is automatically made into ** following brakes operation. A gear will be shifted to the directions position of the change lever at that time if clutch pedal is carried out under ** in this state.

[0012] In the 2nd invention, the 3rd invention (invention concerning a claim 3) emits an alarm after a clutch is automatically made into ** until clutch pedal is carried out under **. according to this invention — *****-> — an alarm buzzer carries out singing to the bottom of vehicles halt -> gear omission (neutral **) -> clutch ** -> clutch pedal **, for example

[0013]

[Embodiments of the Invention] Hereafter, this invention is explained in detail based on an operation gestalt. Drawing 2 is the system configuration view showing 1 operation gestalt of the semi-automatic transmission system which comes to apply this invention. The clutch actuator with which an engine and 1A were attached for a clutch and 2A to the electronic centrifugal spark advancer, and 2 was attached for 1 to the clutch 2 in this drawing (CLAC), 2B 3 way bulb and 2D for a clutch stroke sensor and 2C A double check valve, Two E1 and two E2 A control valve and 3 Transmission, A gearshift unit (GSU) and 5 4 A change lever unit (CLU), 6 A semi-automatic transmission control unit (semi automatic T/M ECU), For a brake pedal and 10, as for an alarm buzzer and 12, an accelerator pedal and 11 are [the master cylinder by which 7 was attached for clutch pedal and 8A to the electronic centrifugal-spark-advancer control unit

(electronic centrifugal spark advancer ECU), and 8 was attached to clutch pedal 8, and 9 / a gear position indicator and 13] air tanks.

[0014] The change lever unit 5 is equipped with five positions of N (neutral), R (reverse), S (run) and UP (shift up), and DOWN (down shift) for the shift pattern of the change lever 5A, as shown in drawing 3. Among these, if a hand is lifted from change lever 5A after operation when it puts into each position of N position, R position, and S position, change lever 5A will stop in this position. On the other hand, by UP position and the DOWN position, if a hand is lifted from change lever 5A, it will return to S position automatically.

[0015] The electronic centrifugal spark advancer ECU 7 considers as an input the amount signal of accelerator treading in, engine speed signal, and vehicle speed signal which answer the amount of treading in of an accelerator pedal 10, and is semi automatic T/M. Electronic centrifugal-spark-advancer 1A is controlled performing serial communication between ECUs6.

[0016] Semi automatic T/M At the time of a low-speed stage run, the gear ratio by manual operation is changed for the automatic change of a gear ratio at the time of a high-speed stage run, ECU6 considering the change lever position signal from the change lever unit 5, the brake-on signal which answers the bottom of ** of a brake pedal 9, the gear position signal from the gearshift unit 4, and the clutch stroke signal from clutch stroke sensor 2B as an input, and performing serial communication between the electronic centrifugal spark advancers ECU 7 (manual change).

[0017] Namely, semi automatic T/M At the time of a low-speed stage run, based on the change lever position signal from the change lever unit 5, ECU6 takes an engine speed and the vehicle speed into consideration, generates an T/M gear control signal (shift control signal), and sends this generated T/M gear control signal to the gearshift unit 4. The gearshift unit 4 is semi automatic T/M. In response to the T/M gear control signal from ECU6, the supply situation of the compressed air from an air tank 13 is changed, and the gear ratio of transmission 3 is changed. In addition, on the occasion of the manual change of a gear ratio, like the usual manual gear change system, clutch pedal 8 is carried out under **, and change lever 5A is operated by, making a clutch 2 into **.

[0018] That is, if clutch pedal 8 is carried out under **, it will let a hydraulic line L pass through master cylinder 8A, and oil pressure will be given to relay-valve 2E. In response to this oil pressure, relay-valve 2E supplies the compressed air from an air tank 13 to actuator 2A via double-check-valve 2D, and clutch actuator 2A makes a clutch 2 **. ***** of this clutch 2 is based on a clutch stroke signal from clutch stroke sensor 2B, and is semi automatic T/M. It is recognized in ECU6. Semi automatic T/M ECU6 generates the T/M gear control signal to the gearshift unit 4 after a check of ***** of a clutch 2 based on the change lever position signal from the change lever unit 5.

[0019] Moreover, semi automatic T/M At the time of a high-speed stage run, ECU6 determines the run stage according to operational status, gives the control command to this determined run stage to clutch actuator 2A and the gearshift unit 4, and controls **** operation of a clutch 2, and gearshift operation of the gearshift unit 4. Namely, semi automatic T/M At the time of a high-speed stage run, ECU6 grasps operational status from the vehicle speed, the amount of accelerator treading in, etc., and determines the run stage according to this grasped operational status. And giving the control command (a clutch **** control signal and T/M gear control signal) to this determined run stage to 3 way bulb 2C and the gearshift unit 4, and supervising a clutch rotational frequency and an engine speed, **** operation of a clutch 2 and gearshift operation of the gearshift unit 4 are controlled, and an automatic change in the necessary run stage is performed.

[0020] In addition, in this semi-automatic transmission system, during a run, change lever 5A is in S position, and cannot recognize the present gear ratio from the position of change lever 5A. Then, it is made to express the present gear ratio as this operation form using the gear position indicator 12. Namely, semi automatic T/M ECU6 always recognizes the present gear ratio based on the gear position signal from the gearshift unit 4. This semi automatic T/M The present gear ratio which ECU6 recognizes is displayed by the gear position indicator 12.

[0021] Next, semi automatic T/M It explains referring to the flow chart shown in drawing 1 about

processing operation peculiar to this operation form which ECU6 performs. Semi automatic T/M ECU6 confirms whether to be "the vehicle speed V of present that the gear is supplied [and] is $A \geq V > 0$ " in Step 101. With this operation form, it is considering as $A=30$ km/h. In Step 101, "gear is supplied, and if the present vehicle speed V is 30 or less km/h", it will progress to Step 102.

[0022] The present engine-speed N is checked at Step 102. With [the present engine-speed N] B [below], i.e., $N \leq B$, it progresses to Step 103 in Step 102. It is referred to as $B=400$ rpm with this operation form. Incidentally an idling is about 500 rpm.

[0023] At Step 103, it is confirmed whether whether the brake's having been turned on and or not the brake pedal 9 were stepped on. If ON of a brake is checked in Step 103, it will be semi automatic T/M. ECU6 carries out singing of the alarm buzzer 11 while sending clutch ***** to 3 way bulb 2C (Step 104). 3 way bulb 2C is semi automatic T/M. The supply situation of the compressed air from the air tank 13 to clutch actuator 2A is changed, and clutch actuator 2A is made to ***** via double-check-valve 2D in response to clutch ***** from ECU6. Thereby, a clutch 2 serves as **.

[0024] That is, with this operation form, during the vehicles run which supplies a gear, the vehicle speed V is 30 or less km/h, and if a brake pedal 9 is stepped on when engine-speed N is 400 or less rpm, while a clutch 2 will be automatically made into **, the alarm buzzer 11 carries out singing. An engine failure is avoided by ** of this clutch 2.

[0025] When vehicles stop (Step 105) (i.e., if the vehicle speed V is set to h in km [0 / /]), it is semi automatic T/M. ECU6 sends the T/M gear control signal to a neutral to the gearshift unit 4, and performs gear omission (Step 106). And based on the gear position signal from the gearshift unit 4, it checks that the gear has been returned neutrally (Step 107), and sending out of clutch ***** to 3 way bulb 2C is interrupted, namely, clutch ***** is sent, and ***** of clutch actuator 2A is stopped (Step 108). Thereby, a clutch 2 serves as **.

[0026] Here, the case where a key switch is made off is considered after a vehicles halt. After a vehicles halt, if a key switch is made off, the power supply to clutch actuator 2A will be severed. Moreover, an engine 1 does not immediately stop after key-switch-off for inertia. However, in this case, the clutch 2 is already made into **, and the gear is also returned neutrally. Therefore, vehicles do not jump out of a key switch as OFF in the state where clutch pedal 8 is not stepped on without returning change lever 5A neutrally.

[0027] Moreover, semi automatic T/M ECU6 shifts a gear to the directions position of change lever 5A at that time while interrupting the singing of the alarm buzzer 11, if clutch pedal 8 is stepped on in Step 109 (i.e., if clutch pedal 8 is carried out under ** in the state where a gear is returned neutrally and the clutch 2 is made into **). The start responsibility of vehicles does not fall just because it could leave the position of change lever 5A intact, it could depart after the vehicles halt and it once carried out gear omission at Step 106 by this.

[0028] moreover — this operation form — ***** (Step 104) → — since a buzzer 11 carries out singing and an operator is told about not being usually operational status to the bottom of vehicles halt (Step 105) → gear omission (Step 106,107) → clutch ** (Step 108) → clutch pedal ** (Step 109,110), it becomes safer.

[0029] Moreover, with this operation form, since gear omission was not performed until a halt of vehicles was checked in Step 105 although the clutch 2 was immediately made into ** at Step 104 when ON of a brake was checked at Step 103, when it considers as a method which returns a clutch 2 to ** to the acceleration demand after brake-on, for example, operation delay does not arise but a feeling of slowness can be lost.

[0030] That is, when ON of a brake was checked at Step 103, ** and gear omission of a clutch 2 were performed at Step 104 and it considers as a method which returns a clutch 2 to ** to the acceleration demand after brake-on, gearshift operation to a neutral shell change lever directions position is needed, and operation delay arises. On the other hand, with this operation form, since it is made to perform gear omission after checking a halt of vehicles by TEPPU 105, it becomes possible to lose the feeling of slowness of the acceleration demand after brake-on.

[0031]

[Effect of the Invention] Since a clutch will be made into ** while a gear is returned neutrally,

when vehicles stop if a clutch is automatically made into ** following brakes operation, by the 1st invention, it becomes possible to avoid the elutriation of the vehicles at the time of key-switch-off, so that clearly from having explained above. It becomes possible to become that from which a gear will be shifted to the directions position of the change lever at that time if a clutch is made into ** while a gear is returned neutrally, when the clutch was automatically made into ** following brakes operation by the 2nd invention and vehicles stopped, and clutch pedal is carried out under ** by this state, and to make it not reduce the start responsibility of vehicles in addition to the 1st effect of the invention. the 3rd invention -- the 2nd invention -- setting -- *****-> -- under vehicles halt -> gear omission (neutral **) -> clutch ** -> clutch pedal **, an alarm buzzer tells an operator about not being usually operational status as a singing **** thing, and it becomes possible to suppose that it is safer, for example

[Translation done.]

(5)I.mt.Cl.*	機別記号	戸内整理番号	F I	技術表示箇所 Cl.2.N21-30,
F 16 H 61/18			F 16 H 61/18	
B 60 K 41/22			B 60 K 41/22	
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F 16 H 61/28			F 16 H 61/28	N13-20,F21.3 C3,N24
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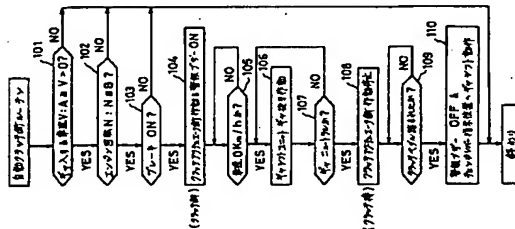
(21)出願番号	特願平7-193397	(71)出願人	000181239 自動車機器株式会社 東京都渋谷区渋谷3丁目6番7号
(22)出願日	平成7年(1995)8月3日	(72)発明者	姓名 昭光 埼玉県松山市神明町二丁目11番6号 自
		(72)発明者	石坂 浩一 埼玉県松山市神明町二丁目11番6号 自
		(74)代理人	鈴木 敬樹 弁護士 山川 政樹

(54) 【発明の名称】 クラッチ制御装置

57) (要約)

【課題】 半自動トランスミッションシステムにおいて、ギアースイッチオフ時の車両の飛び出しを回避する。

[解決手段] ギヤを投入しての車両走行中、車速Vが一定値以上となりかつエンジン回転数NがN₀以下であるとき(A=30km/h、B=400rpm)、ブレーキが作動したとされた場合(ステップ103)、クラッチアクチュエータを駆動させて(ステップ104)、クラッチを噛み合わせ状態とし、車両が停止すれば(ステップ105)、ギヤをニュートリットに切り替えて(ステップ106)、ギヤをニュートリットに戻すと共に(ステップ107)、クラッチアクチュエータの駆動動作を停止させて(ステップ108)、クラッチを離すとする。



【特許請求の範囲】

【請求項1】 ギヤを投入しての車両走行中、所定条件でのブレーキ操作に反応してクラッチを自動的に断とするクラッチ制御装置において、

自記クラッチが自動的に断とされている状態での車両の停止を検出する停止検出手段と、

の停止検出手段により車両の停止が検出されたととき前ギヤをニュートラルに戻すと共に前記クラッチを接合する制御手段とを備えたことを特徴とするクラッチ制御装置。

【請求項2】 ギヤを投入しての車両走行中、所定条件のブレーキ操作に応動してクラッチを自動的に断るとするクラッチ制御装置において、

加圧クランプが自動的に断とされている状態での車両の停止を検出する停止検出手段と。

の停止検出手段により車両の停止が検出されたとき前に記号ヤをニューラルに戻すと共に前記クランチを倍とる制御手段と

記クラッチが壊とされている状態でのクラッチペダル
ギヤをシフトさせるギヤシフト手段とを備えたことを
特徴とするクラッチ制御装置。

【請求項3】 請求項2において、クラッチが自動的に
戻とされてからクラッチペダルが踏下されるまで、警報
を発生するようにしたことを特徴とするクラッチ制御装

【発明の詳細な説明】

【0001】
【発明の属する技術分野】この発明は、半自動トランスミッションシステムに用いて好適なクラッチ制御装置に関するものである。

[0002]

【従来の技術】自動車、特に大型の路線バスにおいて
は、発進、停止に頻繁に行われ、運転中にかんりの回数
で緊急変速操作が繰り返される。この緊急変速は、運転者の
変速操作が行われてから、この変速シフトから車体
の一部のトランスミッションまでの約10mもある間隔を
いっしょにロッドで連結し、このロッドを介してトランスミッ
ションの換速段を切り替えている。そのため、チェンジ
シフターの操作用力、ストロークが大きく、運転者の疲
れを招く原因となっている。

【0003】そこで、近年、チェンジレバーとトランスミッションをロックで連結するかわりに、チェンジレバーユニットとコントルユニットとを電気配線で接続し、チェンジレバーユニットでのチェンジレバーの操作に応じてコントルユニットにチェンジレバー位置情報を送るようになし、コントルユニットにてシフト制御番号をギヤシフト制御番号（変速制御番号）を生成し、この生成したシフト制御番号をギヤシフトユニットへ送るようになし、ト

ランスミッションの高速段を切り替えるようにしたフィ
ンガコントロール・トランスミッション・システム（以
下、FCTと呼ぶ）が採用されている。

【0004】このFPCでは、チェンジェラバーユニットからのチェンジェラバー位置信号に基づきシフト制御信号が生成され、この生成されたシフト制御信号がコントロールユニットよりギヤシフトユニットへ送られる。そして、このシフト制御信号によって、ギヤシフトユニットにおけるセレクトロシリンダおよびシフトシリンダに付設された電磁弁が選択的に駆動され、エアタンクからの圧縮空気の供給状態が切り替えられ、上記シリンダ内での活塞位置が選択的に移動され、選択作動部のシフト位置が移動し、トランスミッションの変速段が切り替えられる。このFPCを用いれば、変速操作が機械式選速操作機構から電気式空変速機構に置き替えられ、操作力およびシフトショックを大幅に低減し、運転疲労を減らすことが可能である。

【0005】このFCTにおいて、トランスミッションの加速段の切り替えは、通常の手動変速システムと同様、クラッチペダルを踏下して行われる。すなわち、トランスミッションの加速段の切り替えに際しては、クラッチペダルを踏下し、クラッチを断として、チェンジレバーを操作する。これに対して、特開平6-241314号公報に開示されている「セミオートマチック式変速装置」等では、FCTを半自動トランスミッションシステム（以下、高変速走行時のクラッチやチェンジレバーの操作をなくすようにしている）とする。

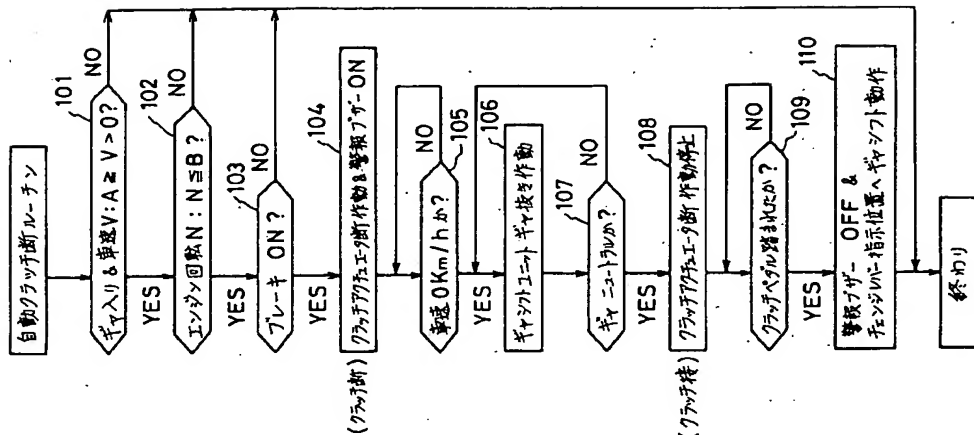
【0006】すなわち、クラッチミームに機械的制御が要求される強迫走行時には、マニュアル操作によってクラッチミームを操作し、クラッチミームに機械的制御が与えられようとする高速度走行時には自動的に高速度走行の切り替えを行うようにして、この場合、高速度走行時の自動的な高速度の切り替えは、運転状態に応じて走行段を決定し、この決定した走行段への制御指令をクラッチに付随したクラッチアクチュエータおよびギヤシフトユニットへ与え、クラッチの駆動動作とギヤシフトユニットのギヤシフト動作とを制御することによって行われる。

【0007】この半自動トランスミッションシステムでは、クラッチアクチュエータを使用しているので、ギヤを投入している車両走行中、低速域でブレーキがかけられ、クラッチペダルの踏下によらずとも自動的にクラッチを断として、エンストを回避するようにすることができ、

(000)

【発明が解決しようとする課題】しかしながら、この半自動トランスミッションシステムにおいて、ギヤを投入しての車両走行中、ブレーキ操作に応動してクラッチが自動的に断とされた場合、車両停止後、チェーンゼレバーをニュートラルに置きながら（ギヤをニュートラルに置

(図1)



ヤがニュートラルに戻されると共にクラッチが接合とされ、この状態でクラッチペダルが踏下されると、その時のチェンジレバーの指示位置へギヤがシフトされるものとなり、第1発明の効果に加えて、車両の発進操作性を低下させないようにすることが可能となる。第3発明では、第2発明において、自動クラッチ断→車両停止→ギヤ抜き（ニュートラル戻）→クラッチ接合→クラッチペダル踏下まで、例えば警報ブザーが鳴動するものとして、通常運転状態でないことを運転者に知らせ、より安全とすることが可能となる。

【図面の簡単な説明】

【図1】 セミ自動T/M ECUが行う本実施形態特有の処理動作を説明するためのフローチャートである。

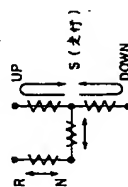
【図2】 本発明を適用してなる半自動トランスミッションシステムの一例形態を示すシステム構成図である。

【図3】 チェンジレバーのシフトパターンを示す図である。

【符号の説明】

1…エンジン、1A…電子ガバナ、2…クラッチ、2A…クラッチアクチュエータ (CLAC)、2B…クラッチスロットルセンサ、2C…3ウェイバルブ、2D…ダブルチャックバルブ、2E…リレーバルブ、3…トランスミッション、4…ギヤシフトユニット (GSU)、5…チェンジレバーユニット (CLU)、6…半自動トランスミッションコントロールユニット (セミ自動T/M ECU)、7…電子ガバナコントロールユニット (電子ガバナECU)、8…クラッチペダル、8A…マスタシリンダ、9…ブレーキペダル、10…アクセルペダル、11…警報ブザー、12…ギヤ位置表示線、13…エアタンク。

(図3)



抜きをしたからといって、車両の発進操作性が低下することはない。

【0028】 また、本実施形態では、自動クラッチ断（ステップ104）→車両停止（ステップ105）→ギヤ抜き（ステップ106、107）→クラッチ接合（ステップ108）→クラッチペダル踏下（ステップ109、110）までブザー11が鳴動し、通常運転状態でないことを運転者に知らせるので、より安全となる。

【0029】 また、本実施形態では、ステップ103でブレーキのオンを確認した場合、ステップ104で直ちにクラッチ2を断とするが、ステップ105において車両の停止が確認されるまでギヤ抜きを行わないので、例えば、ブレーキの加速要求に対してクラッチ2を接合に戻すような方式とした場合、作動遅れが生じず、もたつき感をなくすることができる。

【0030】 すなわち、ステップ103でブレーキのオンを確認した場合、ステップ104でクラッチ2の断とギヤ抜きを行うと、ブレーキの加速要求に対してクラッチ2を接合に戻すような方式とした場合、ニュートラルからチェンジレバー指示位置へのギヤシフト動作が必要となり、作動遅れが生じる。これに対して、本実施形態では、ステップ105で車両の停止を確認してからギヤ抜きを行うようにしているため、ブレーキの加速要求時のもたつき感をなくすることが可能となる。

【0031】

【発明の効果】 以上説明したことから明らかなように、第1発明では、ブレーキ操作に反応してクラッチが自動的に断とされると、車両が停止した時点でギヤがニュートラルに戻されると共にクラッチが接合とされるので、ギヤシフトオフ時の車両の飛び出しを回避することが可能となる。第2発明では、ブレーキ操作に反応してクラッチが自動的に断とされると、車両が停止した時点でギヤ

